

**AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Currently amended): A vehicle comprising an electric motor having an engine powering function and a storage battery for running the electric motor, comprising means for charging the battery from an electric power source external to the vehicle with a power permitting rapid charge,

further comprising a switch having a first position, in which the electric motor is connected to the battery and a second position in which the battery is connected with the external power source via a connector of the vehicle adapted to cooperate with a complementary connector of the external power source, the connection between the motor and the battery being interrupted when the switch is in the second position,

wherein the electric motor is of the three phase type,

wherein the means for charging the battery are arranged such as to permit charging via a three-phase supply network,

wherein the means for charging the battery comprise a means acting as a rectifier for the charging of the battery from the electric motor and operating as an inverter when the electric motor is supplied by the battery when the switch is in the first position, and

wherein the means acting as a rectifier and operating as an inverter is disposed between the battery and the switch, so as to act as a rectifier to charge the battery from the external power

source when the switch is in the second position in which the battery is connected with the external power source.

2. (Canceled)

3. (Currently amended): A vehicle in accordance with ~~claim 1, or 2~~ claim 1, further comprising means for charging the battery with a second power source that is substantially lower than the external power source permitting rapid change.

4. (Currently amended): A vehicle in accordance with claim 3, wherein the means for charging with the second power source are such as to permit charging via ~~an intermediary of a~~ single-phase supply network.

5. (Currently amended): A vehicle in accordance with ~~claim 1 or 2~~ claim 1, wherein the means for charging the battery by means of the external power source comprise filtering means for isolating the external power source from electromagnetic interferences generated onboard the vehicle.

6. (Currently amended): A vehicle in accordance with ~~claim 1 or 2~~ claim 1, wherein the means for charging the battery by means of the external power source comprise means for balancing phases of a multi-phase supply network.

7. (Currently amended): A vehicle in accordance with ~~claim 1 or 2~~ claim 1, wherein the switch is an integral part of an electric outlet located in the vehicle and being configured to cooperate with a complementary outlet of a network, the switch automatically assuming the second position when the electric outlet of the vehicle is cooperating with the complementary outlet of the network.

8. (Currently amended): A vehicle in accordance with ~~claim 1 or 2~~ claim 1, wherein the vehicle is of the hybrid type and comprises an internal combustion engine, the electric motor being configured to be of an electric power generator for supplying a charging current for the storage battery when it is operating as a generator, a control device with a calculation means being provided for automatically determining a mode of powering, with internal combustion engine and/or with electric motor, depending on a state of charge of the battery and a required torque of the vehicle.

9. (Canceled)

10. (Previously presented): A vehicle in accordance with claim 8 wherein the switch is a two-position automatic switch having a first position in which the electric motor is connected to the battery and a second position in which the battery is connected with the external charging

power source, the connection between the motor and the battery being interrupted when the battery is connected to the external charging power source.

11. (Previously presented): A vehicle in accordance with claim 8, wherein the control device comprises an additional control means that is configured to be actuated from inside the vehicle in order to allow free selection of the mode of powering.

12. (Previously presented): A vehicle in accordance with claim 11, wherein the additional control means is connected to the calculation means.

13. (New): A vehicle in accordance with claim 5, wherein the filtering circuit is integrated within the vehicle and located between the switch and the connector.

14. (New): A vehicle in accordance with claim 5, wherein the filtering circuit is not onboard the vehicle and is located between the external power source and the complementary connector of the external power source.